

UNITED STATES – LOUISIANA GULF COAST  
SOUTHWEST PASS OF MISSISSIPPI RIVER DELTA

WEST BAY

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
From a U.S. Navy Survey of 2010 and NOAA CHART 11361 (75<sup>th</sup> Ed.)

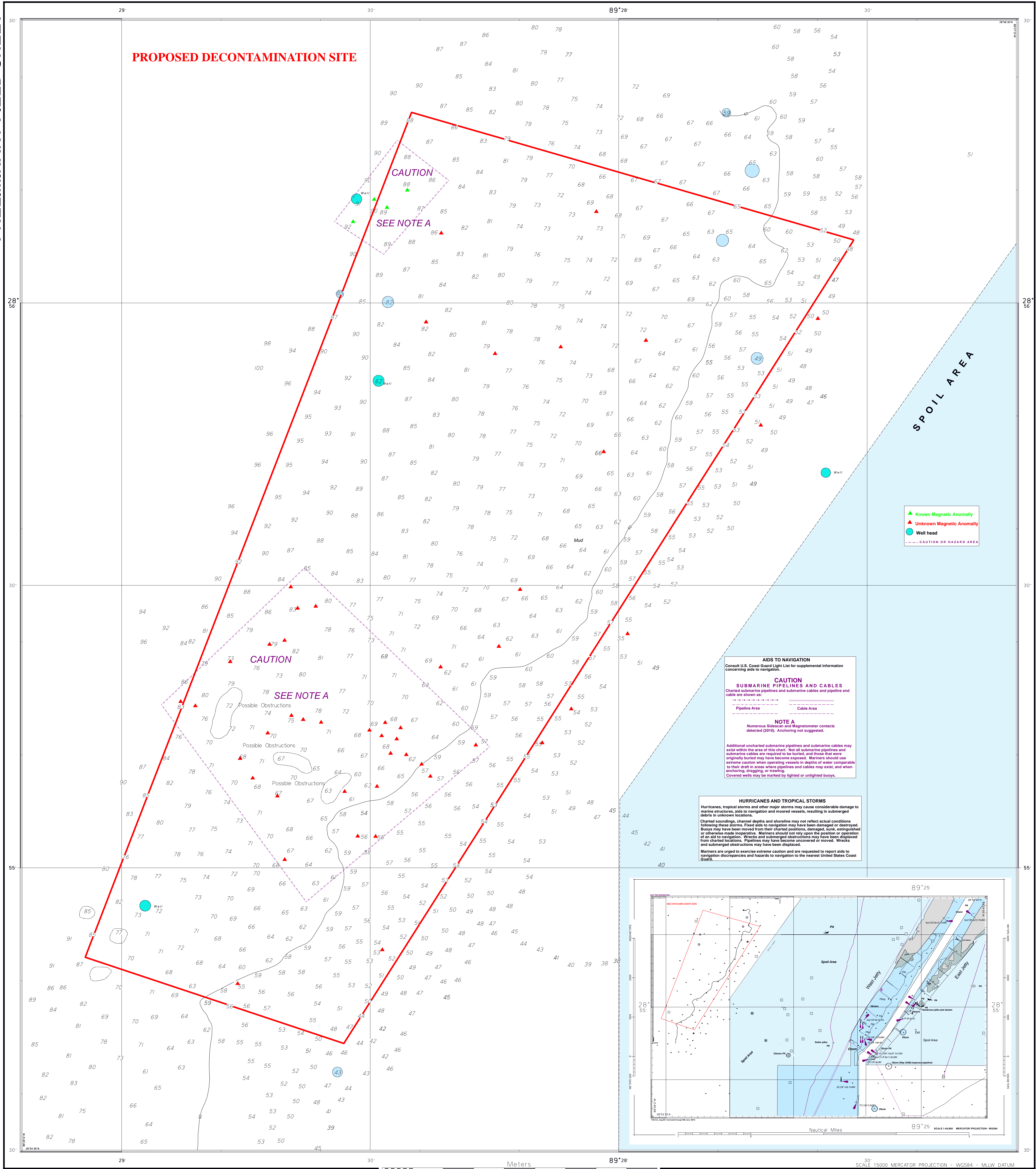


Prepared and published by the  
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SOUNDINGS IN FEET

NOT FOR NAVIGATION

PRELIMINARY FIELD SHEET



▲ Known Magnetic Anomaly  
▲ Unknown Magnetic Anomaly  
● Well head  
--- CAUTION OR HAZARD AREA

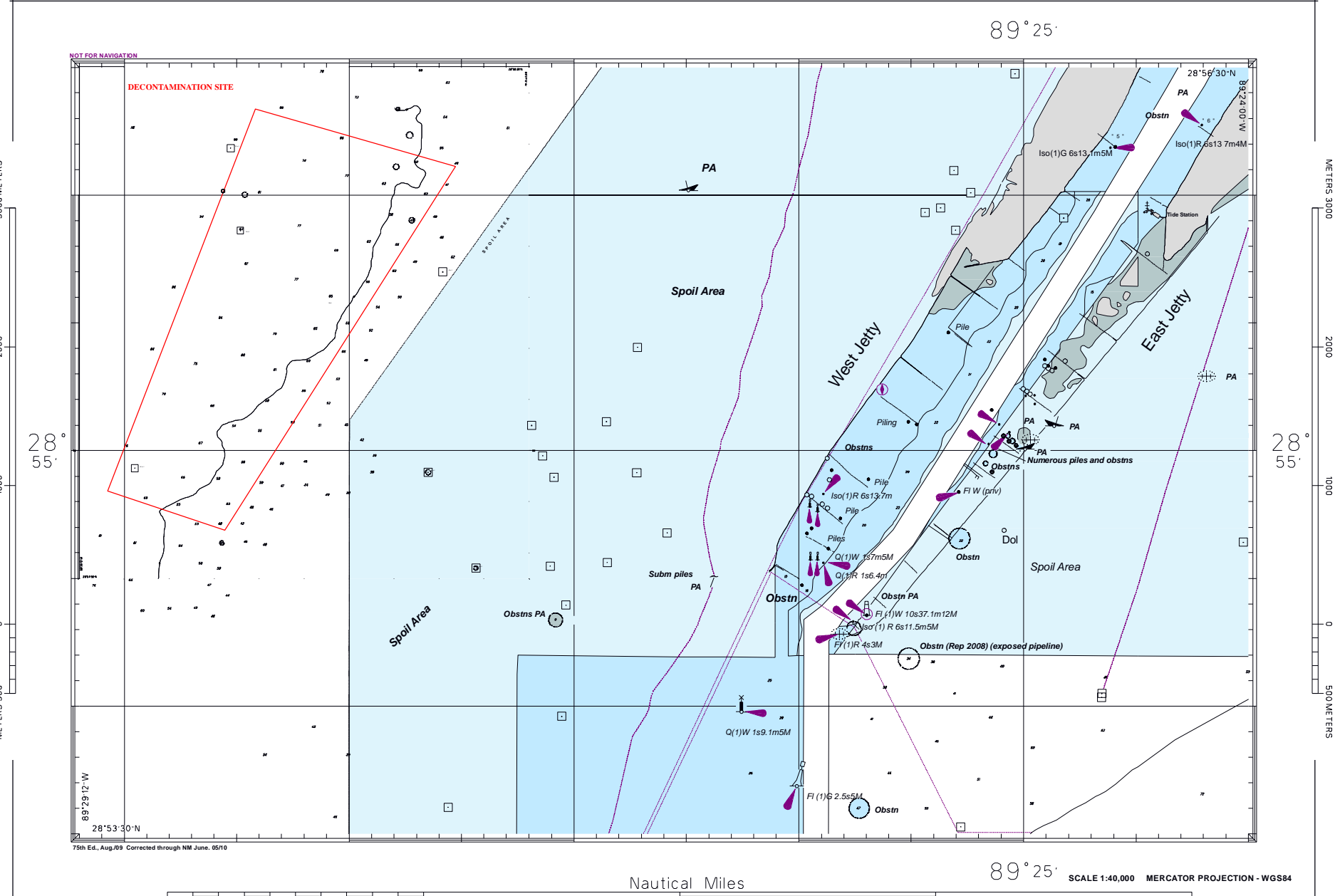
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and pipeline and cable are shown as:  
Pipeline Area  
Cable Area

**NOTE A**  
Numerous Sidescan and Magnetometer contacts detected (2010). Anchoring not suggested.

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged obstructions in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submersible obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Wrecks and submerged obstructions may have been displaced.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard.



PRELIMINARY FIELD SHEET

SOUNDINGS IN FEET

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**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U. S. Coast Guard Light List and U. S. Coast Pilot for details.

NOT FOR NAVIGATION